

Code Modification Forum

Minutes of meeting – 16th January
2019



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1 Standing Items

1.1 Approval of minutes of previous meeting

The minutes of the Code Modification Forum (“**CMF**”) of 28 November 2018 were agreed and approved.

For supporting information, to be read in conjunction with these minutes, please see the slides presented at the [January 16 meeting](#).

1.2 Review of action items

The actions from the previous CMF Meeting of 26 November were reviewed and discussed.

The Transporter gave an update on open actions as per slide 6 of this [meetings presentation pack](#).

In relation to Action Item C538, the Transporter would continue to monitor intra-day nomination patterns and profiles but was withdrawing the proposed Code Modification Proposal A086 from the Code Modification Forum Proposal List.

In relation to Action item C567 the Transporter indicated that it would give an up to date report on the Website development work at the next CMF Meeting on 27 March

In relation to Action Item C568 the Transporter reported that it had completed and forwarded a Restricted Capacity Day Report in relation to the recent Restricted Capacity Days affecting the Cork area, specifically LDM customers downstream of the Upper Aghada and Ardrabeg AGIs to the CRU . The Report was noted by the CRU and would now be sent to the affected Shippers. A redacted version of the Report would be circulated to Industry in due course.

In relation to Action Item C569 the Transporter reported that it would be taking part in a full day Workshop with Eirgrid on Friday 26 January when all ongoing Eirgrid Dispatch difficulties being experienced by the Powergen sector, including the prevalence of Dispatches during the deadband periods, would be analysed.

In relation to Action Item C571 the Transporter confirmed that it had sent an Advice to Shippers indicating each respective credit position. A GNI Report on the issue was expected to be forwarded to the CRU by the end of the current week.

Action Items C538, C567,C568 C569 and C571 will remain open.

1.3 GNI Scheduled Maintenance Update

The Transporter reported that there were no reported works from Upstream Operators. Slide No.9 which detailed the 2018/2019 Maintenance Programme referred to testing and validation work at Cappagh South scheduled for 7 March 2019. The Transporter reported that this work was being deferred to a later date after the next Code Modification Meeting . The date would be discussed with the Bellanaboy Operator at a Meeting later that day.

2 Code Modification Proposals

2.1 A086 – Incentives for Intra-day balancing

The Transporter referred to Slide 14 which provided an update on the intra-day nomination patterns through the months of November and December. The Transporter confirmed continuing improved nomination behaviour patterns. While considerable imbalances often prevailed early in some Gas Days, generally these were balanced by Nominations made from approx. 1pm onwards. While continuing its monitoring of the ongoing situation, the Transporter was withdrawing, for the time being, its option to introduce an Intra-day Nomination Incentive Proposal.

2.2 A091 & A093 – Biomethane Code Modifications

The Transporter reported that there had been no Industry response to either the original legal drafting for the Code Modification Proposals circulated on 27 November or the subsequent slightly amended version (after consultation with the CRU) circulated on 18 December. The CRU confirmed that as soon as the associated Safety Case submitted by the Transporter, which was progressing well, was approved it would direct the Transporter to implement the Proposals on the basis of the said legal drafting. The Transporter confirmed that the facility at Cush was ready to go as soon as it was formally commissioned and it intended to give a full report on the project together with prospective Renewable Natural Gas projects at the next CMF Meeting on 27 March.

2.3 A094 –Changes to Shipper Portfolio Tolerances and A095-Adjustment of Daily Imbalance Charges

The CRU confirmed that it would publish a Commission Instruction for both Code Modifications with an implementation date of 1 March 2019. In response to a Shipper query in relation to the legal drafting for these Proposals the Transporter undertook to circulate the approved legal drafting as soon as it was approved.

2.4 A097 – Amendment of Final Allocation Date for LDM Offtake(s), DM Offtake(s), NDM Supply Points and Sub-Sea Offtake from D+5 to M+5

The Transporter confirmed that there had been three Industry responses received, two of which had been replied to with the the third, which queried the possible extension of the Proposal to Entry Points, being one of the agenda items of an imminent scheduled meeting between the Transporter and the querist. If the Transporter agreed to an extension of this amendment to Entry Points it would issue a revised Proposal. The Transporter would furnish all Industry queries and subsequent responses to the CRU

2.5. Summary Status of Code Modification

The Transporter summarised the present position in relation to Code Modification Proposals. As would be referred to in Any Other Business the respective proposers of Code Modification Proposals A085 and A090 were withdrawing them and the Transporter, as earlier stated in relation to Intra –Day Nominations was withdrawing ,for the time being, its option to initiate A086. With A092 completed, this left seven current Proposals, two of which; A091 and A093 had gone through legal drafting stage and two; A094 and A095 were the subject of CRU minded to decisions

The Transporter confirmed its intention to initiate Code Modification Proposal A098 to reduce the multiplier for Capacity Overrun Charges from 8 times the Daily Capacity Charge to a lower figure which is not unduly penal but still incentives Shippers to book adequate capacity. A draft Proposal was being considered internally by the Transporter and it was intended that a finalised Proposal would issue in advance of the next CMF Meeting on 27 March. On issue of such Proposal the Transporter would be pleased to receive Industry responses/queries thereon in advance of the CMF Meeting.

Number	Proposal	Proposer	Status
A087	New Framework for Suppliers in PPM Market	GNI	Legal Drafting
A091	Modification of oxygen content limits for Renewable Natural Gas (RNG) injected from RNG Entry Points	GNI	Live/Legal Drafting Completed
A093	RNG Outline Code Modification	GNI	Live/Legal Drafting Completed
A094	Changes to Shipper Portfolio Tolerances	GNI	CRU Minded to decision
A095	Adjustment to Daily Imbalance Charges	GNI	CRU Minded to decision
A096	Data Sharing Agreement	GNI	Live
A097	Amendment of Final Allocation Date from D+5 to M+5	GNI	Live

3 Other Agenda Items

3.1 Brexit and ROI Gas Market

The Transporter referred to the uncertain political situation which pertained and stated that once there was some clarity as to an outcome the Transporter would , if it considered it was merited, host another telco which would involve Aine Spillane, GNI's lead in this matter.

3.2 Data Sharing Agreement Update

The Transporter referred to Slide 26 which provided an update. The Transporter confirmed that there had been progress in this matter and consultations with GNI's external legal advisors were at an advanced stage.

3.3 Shrinkage Gas Report

The Transporter reported that advices to Shippers in relation to their respective credits had issued. A detailed report on the issue, stipulated by the CRU, was expected to issue to the CRU by the end of this week. Once the Report was reviewed by the CRU, the Transporter would circulate the Report to Industry in line with CRU instructions.

3.4 Gas/Electricity interaction

The Transporter noted that I-SEM had come into force on 1 October 2018 and it was clear that there were some initial dispatch instruction communication issues. However the fact that two major baseload plants had been out of action in the interim had , to date, confused the overall full impact of the new regime. The Transporter was taking part in a full day workshop with Eirgrid on 25 January when all dispatch instruction issues, including those during the trading platform deadband period, would be discussed.

3.5 AOB Item No.1 Platform Update – GNI Participation

The Transporter presented Slide 31 which graphically details trading on the EBI Platform in December and Slide 34 which graphically compares UK NBP SAP against IBP SAP. It is noted that the IBP traded price continues to track the NBP traded price and generally it is trading slightly higher. Slide 33 details that there was an average of 3.9 trades each day with 6 Transporter trades (5 sells and 1 buy). Trading volumes were on average 220 kTherms per day, with 57 kTherms being the average trade size.

In response to a Shipper Representative query as to the effect of the completion of the Cluden to Brighthouse Bay pipeline the Transporter stated that the Capacity increase at Moffat would be in the region of 10-15%. The Transporter proposed to include a Presentation on this now completed project

at the next CMF Meeting on 27 March. The Transporter noted that this development has prompted suggestions that the discontinued Inventory Product Service, described in the presently suspended Part J.1 of the Code of Operations, might be re-introduced. The Transporter stated that it would welcome written representations on this proposal.

A representative from EBI reported that the main drivers affecting trading over the month were gas supply and demand and individual trader capacity bookings

3.6 AOB Item No.2 – IBP 15 Trading Terms and Conditions

The Transporter, which was acting as Secretariat for the IBP Terms Mailing List, circulated Modification Rules for IBP 15 Trading Terms and Conditions to the Mailing List on 23 October stipulating that submissions in relation to this document were to be forwarded by COB on 21 December 2018. One query was received. IBP Mailing List members have been notified that a Meeting to consider the Modification rules has now been fixed for Wednesday 27 March and will start after the conclusion of the CMF Meeting on that date. Queries on the Modification Rules will be accepted up to end February 2019.

3.7 AOB Item No.3 – Removal of CMF Proposals from CMF List

As indicated earlier the Transporter's proposal to have Code Modification Proposal A085 (Profiling of Gas Flows at Entry Points) and Code Modification Proposal A090 (Proposal for new Invoice Dispute Resolution Procedure) proposed by IOOA and Bord Gais Energy respectively removed was agreed by said Proposers.

3.8 AOB Item No. 4 - Gas Quality – Wobbe Index Increase

The Transporter presented Slides 35 and 36 and recommended that Industry attendees refer the matter to their respective OEMs and the Transporter would be pleased to receive issues/concerns with relation to the proposal to increase the Wobbe Index upper limit. A Shipper Representative reported that the IGEM Gas Quality Working Group study was shortly going into consultation and this should be monitored by Industry. A blending service study had been put into abeyance for the time being.

A Shipper Representative queried as to whether CMF Meeting Agendas could be issued earlier and contain more detail to enable prospective attendees, particularly those travelling from the UK, to make a more informed decision as to whether they would attend. He questioned whether the Transporter, as the Meeting organiser, could organise Skype meetings or have Webex facilities. The Transporter responded that it did not foresee having Skype Meeting facilities in the near future but was trying to procure a more efficient conference call system and would consider adding a Webex facility. The Transporter noted that CMF Meetings were getting shorter but it was intended to insert Gas Industry relevant items during the remaining meetings this year. At the March meeting it was intended to include ;

- A presentation on the Cush RNG Project and up to date commentary on RNG prospective projects
- A presentation on the Cluden to Brighthouse Bay pipeline project

At the March or subsequent Meeting it is intended to include

- A workshop on I-SEM and Electrification Pathways
- A presentation on Carbon Capture and Storage

The next CMF meeting will take place at the Ashling Hotel Dublin on Wednesday, 27th March 2019 starting at 10am.

4 Open CMF actions

ID	Action	Responsibility	Date Raised	Delivery Date
C538	Transporter to continue consultation process surrounding intra-day nomination patterns and profiles	Transporter	06/12/2017	ongoing
C567	Transporter to carry out development work on its Website to make it more user friendly for Shippers	Transporter	8/8/2018	ongoing
C568	Transporter to carry out a review of its operational procedures in the event of system repair resulting in the issue of Restricted Capacity Day Notices to minimise Shipper supply restriction consequences	Transporter	26/9/2018	27/3/2019
C569	Transporter to carry out analysis of extent of Eirgrid Dispatches during Trading Platform Deadband and formulate scheme to process imbalance charge exemptions	Transporter	26/9/2018	27/3/2019
C571	Transporter to issue letters to Shippers indicating each respective credit position, issue Report to CRU, and settle each credit position through the Disbursement Account	Transporter	28/11/2018	27/3/2019

5 Calendar of meetings

CMF Date	Location
16th January 2019 (Wednesday)	Dublin
Next Meeting	
27 th March 2019 (Wednesday)	Dublin
12 th June 2019 (Wednesday)	Cork
14 th August 2019 (Wednesday)	Dublin
16 th October 2019 (Wednesday)	Cork
11 th December 2019 (Wednesday)	Dublin

6. Attendees

	Name	Representing
1	Andrew Kelly	GNI
2	Kieran Quill	GNI
3	Lisa Walsh	GNI
4	Tom Hegarty	GNI
5	Bryan Hennessy	Naturgy
6	Nicholas Lincoln	Nepkin Energy
7	Richard Harpur	Nepkin Energy
8	Terry Burke	Equinor
9	Peter Colleran	Nepkin Energy
10	Kevin Murray	Bord Gais Energy
11	Stacy Feldmann	SSE
12	Christiane Sykes	Shell Energy
13	David Horan	Aughinish
14	Kirsty Ingham	ESB
15	Keith Deacon	Tynagh Energy
16	Brian McGlinchey	Vermilion
17	Martin Regan	EBI
18	Paul Barnett	Manx Utilities
19	Paul Hoey	Electric Ireland
20	Johnny Byrne	CRU
21	Jack O'Connell	Advisor to CRU
22	Cahir O'Neill	CRU
23	Sarah McCauley	CRU
24	Daniel Ward	CRU